

INFORMATION REPORT

COUNTRY Germany (Russian Zone)  
SUBJECT Fulfilment of Transport Plan of the Directorate  
General of Shipping in the DDR for November 1950

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The Ministry of Transport confirmed the Transport Plan for November 1950 at 1,170,000 tons. The transport plan of shipping in November 1950 was fulfilled as follows:

Prescribed: 1,170,000 tons  
Fulfilled: 1,297,824 tons = 110.9 percent

The total fulfillment breaks down into districts as follows:

District	Plan t	Fulfillment t	Percentage	Plan t/m	Fulfillment t/m	Percentage
Berlin	460,000	461,052	100.2	11,513,626	15,441,812	109.4
Lageburg	200,000	303,639	110.2	11,905,775	11,101,870	93.0
Dresden	80,000	100,057	125.0	22,973,705	30,109,064	131.4
Schwerin	70,000	86,256	123.2	6,698,000	8,236,263	123.0
Stralsund	200,000	341,320	122.0	13,923,000	18,502,334	135.0
Total	1,170,000	1,297,824	110.9	127,009,100	143,771,348	113.2

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CENTRAL INTELLIGENCE AGENCY

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The low water level of the Elbe, Saale and Oder rivers in October continued until 11 November with the result that the Elbe and Saale rivers were not fully navigable prior to that date. The mean water level at the Dresden water-gauge was 162 cm. The number of shipments from this district decreased, since the Vosswinkel lock at Neustrelitz had been closed since 20 November. In the Stralsund district shipping was held up during approximately 20 days of stormy weather. The utilization of the fleet averaged 78.5 percent on a zonal basis. The rotation averaged 2.2 voyages with 13.6 days on a 30-service days basis. The absolute performance of the green register fleet was 907,850 tons. The breakdown into goods was as follows:

Coal: Not more than about 47,000 tons were shipped, instead of 65,000 tons of coal as planned for Fuerstenberg/Oder. The Koenigswusterhausen railroad station was temporarily congested by trains from the Senftenberg district so that railroad service coal had to be rerouted to Riesa. The quota was exceeded in the Dresden district by transferring 15,000 tons of coal to the Reichsbahn and 6,000 tons of coal to the Berliner Kraftwerke which had been supplied with Polish coal until then. Coke could, for the first time, be shipped by water from Magdeburg to Halle.

Liquid Fuel: The tank barges lying ready for loading were not immediately filled during the last month reviewed; too much time was wasted between the date of assignment and the beginning of loading operations. The appropriate authority, DKMZ, was approached, and improvement was promised for December. Unscheduled transportation was necessary in the Stralsund district when liquid fuel from salvaged wrecks had to be shipped.

Salt: The quota for salt was not reached because of the priority allotted to grain shipments.

Grain: Planning by VVEAB proved insufficient in the Berlin district. Most of the quantities shipped had not been duly reported, while of those reported only a minor portion was delivered for shipment. In the Schwerin district only a part of the necessary drying operations could be performed because of the insufficient capacity of silos. A shortage of motor vehicles and fuel, as well as additional shipments of potatoes and sugar beets, made it impossible to fulfill the plan in the Schwerin district. This situation could not be improved, despite negotiations with the competent offices. There were almost no shipments of grain from Mecklenburg via Wittenberge and Doemitz.

Foodstuffs: Shipments in the Schwerin district remained below quota as a result of congested storage space in the Velten and Wittenberge oil mills. Shipments in the Stralsund district were below quota, because the drying of the pertinent goods was not finished.

Sugar: Only 463 tons of the reported 1,000 tons were shipped from Ketzin. The quota in the Magdeburg district exceeded the prescribed quota by about 50 percent. Large shipments were also expected for December. Shipments in the Stralsund district remained below quota as a result of the insufficient storage capacity of the sugar factory in Anklam.

Sugar Beets: Poor fulfillment in the Schwerin district resulted when the sugar factory delayed acceptance of delivery for five days. Dresden reported above quota fulfillment resulting from the assignment of extra labor at loading points. More shipments could also have been effected in the district of Magdeburg, if the sugar factory in Genthin had been able to accept larger quantities.

Potatoes: The planning by the VVEAB for Berlin proved faulty, with most of the reported goods not shipped and shipments distributed otherwise. The quota of 30,225 tons assigned to the Magdeburg branch office could not be filled and attained only 405 tons despite negotiations between the VVEAB and the Land Government. Failure of fulfillment in Stralsund resulted from the premature stoppage of shipments to Berlin.

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CENTRAL INTELLIGENCE AGENCY

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Building Materials: Dresden managed to speed up shipments of building material to Dresden by organizing a railroad shuttle service to the harbor of Dresden-Friedrichstadt. Magdeburg reported extensive congestion. More stone ships could have been dispatched from Torgau if regular and expeditious loading for Berlin-West had been effected.

Lumber: Raft lumber shipments in the Schwerin district increased considerably, since the lumber was towed off before the beginning of the frost period. About 1,200 tons of lumber were shifted from rail to water transports in Pirna. Stralsund exceeded the prescribed quota as a result of an intensive propaganda campaign.

Fertilizers: Phosphate transports in the Stralsund district were affected by the requirements of the district and fulfillment was poor. Potash from Schoenebeck and Barby destined for Stettin was loaded 8 to 10 days after barge tonnage was made available, because the works allegedly failed to obtain cars for shipment. The nitrogen plant in Piesteritz still declines to ship lime nitrogen by rail during the season, except in small quantities to Schwerin. Mutterer of the Fertilizer Center in Berlin directed the Piesteritz works to ship only by rail, which is in violation of existing regulations.

Other Goods: More goods than planned were shipped in Dresden as a result of a successful propaganda campaign and the shifting from rail to water shipment. There was considerable general cargo traffic in Magdeburg during the second half of the month and a further increase is expected.

Express Goods Traffic: Loading was brisk on all routes. Improved water level in early and mid-November 1950 permitted the running of express vessels on schedule. Employment of private vessels was required in the Magdeburg district because of increased general cargo traffic. \*

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\* Comment: Effective 1 November 1950, a monthly analysis of the fulfillment of the transport plan is made in accordance with a directive issued on 25 September 1950 and published in Gesetzblatt der Deutschen Demokratischen Republik (Soviet Zone Statute Book) of 3 October 1950. It is noteworthy that the present analysis fails to give data on shipments of metals and scrap.

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